

OPEN HERFF-BROOKS AGENCY.

Car Made Fine Showing in Recent Harrisburg Run.

The Carter Car Sales Company, 1333 14th street northwest, has been appointed distributor in this vicinity for the Herff-Brooks motor car. It was this car which in the recent Harrisburg run covered 409.3 miles without a stop of any kind and going into the receiving station sixteen minutes ahead of time.

In this run there were three Herff-Brooks cars entered and all of them finished ahead of time, although the going was very rocky. Out of sixty-six cars that started fifty-one finished, nine being totally disabled. More than eighty miles of the run was through mountainous country, at the conclusion of which one of the cars finished twenty-eight minutes ahead of the scheduled time.



Midseason Special Record Service for Ford Owners

Adds at least 1,000 miles to the life of worn and cut tires. All this week we will relace cases at special prices.

30x3 1/2 Cases Relined, \$2.10
30x2 Cases Relined, \$1.50

Record Auto Supply & Service Company

631 MASS. AVE. N.W.

Donohoe's Bargains

This Week Only.

Jesco Brass Polish Was \$1.25. Now 60c Gallon.

Wonder-Worker Body Polish Was 50c. Now 25c Pint.

Spark Plugs Asst. \$1.50 Now 25c.

OPEN SUNDAY MORNINGS.

Full Line Auto Accessories and Motor Specialties.

Mail Orders Shipped Promptly.

I. T. DONOHOE,
14th & N.W. Tel. M. 3467

Auto Accessory BARGAINS

This Week Only

Atlas Adjustable Clincher Boots: 3-inch or 3 1/2-inch tires. Each.....40c

Thor Double-acting Pump.....\$1.00

Albex Eye Protectors. Each.....75c

Michener Chain Carbon Remover. Each.....35c

Dean Regulator, prevent you from burning out your headlights (a necessity on 1915 Ford cars). Each.....\$1.95

Acme Cementless Patches.....25c

MILLER BROS. Auto and Supply House

1105 14th St. N.W.
61 Pierce St. N.E.

AUTO TRIP RESORTS.

Automobilists! Stop at Mrs. Rice's Virginia. On the road to Winchester and the Horse Show. Excellent lunches and dinners. Baked luncheon prepared.

Run Down to Leonardtown
Special Meals Prepared
ON SHORT NOTICE
SPRING CHICKEN, STEAKS, ETC.
WRITE WM. A. FENWICK, PROP.,
HOTEL ST. MARY'S,
LEONARDTOWN, MD. PHONE 6.

Best Sunday or Week End Auto Trip Out of Washington.

ROBT. D. BLACKSTONE'S RIVER SPRINGS
Sixty miles to Southern Maryland, where the Potomac is six miles wide.
Fine Fishing. Salt-water Bathing.

AUTOMOBILES

TRUMBULL
16th and Park Road N.W.
Col. 5422.

Packard

The Lattrell Co., Tel. West 955.
Service Station, 1214 N. H. Ave. N.W.

Oldsmobile & Waverley
Acme Red Letter Tires & Tubes
Pollock Car Corporation
Tel. M. 7837-S. 1018 Conn. Ave.

The Detroit Electric

EMERSON & ORME,
1407 H Street. Phone Main 7095.

UNION GARAGE

G St. Bet. 6th and 7th Sts. N.W.
Any Service. Any Price. Any Mission.
C. WALTER HOOVER, MGR.
Tel. Main 5596.

Maxwell "25"

H. B. LEARY, JR., Agent,
Tel. N. 4434. 1321-13th St. N.W.

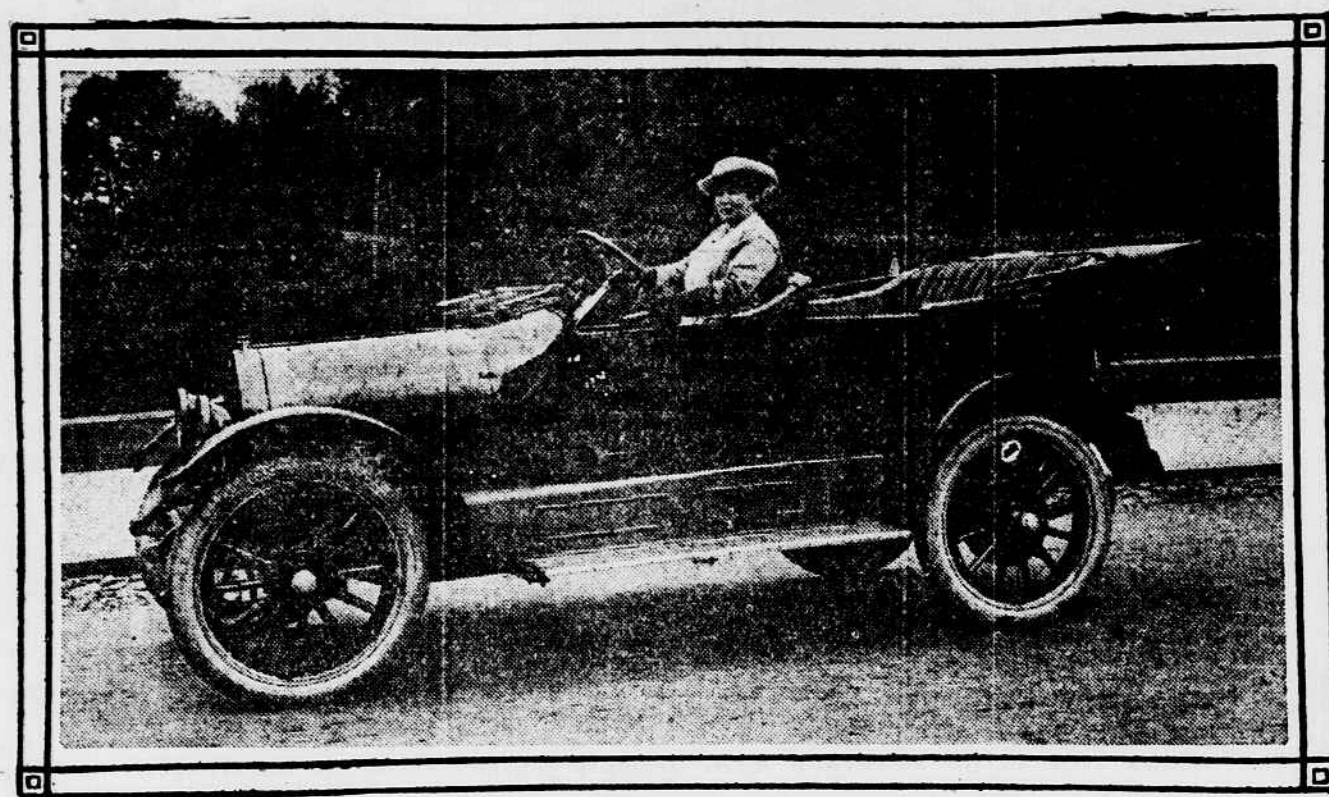
8 CYLINDER CADILLAC BAKER ELECTRICS

THE COOK & STODDARD CO.
1135-1137 Conn. Ave. Phone N. 7910.

King Eight, \$1,350. Pullman, \$740.

WM. P. BARNHART & CO.,
Tel. North 196-7. 1707-9 14th St. N.W.

ON MOTOR TRIP TO NEW ENGLAND.



MRS. WILLIAM D. WEST AT THE WHEEL OF HER NEW OVERLAND TOURING CAR, IN WHICH SHE EXPECTS TO DO CONSIDERABLE TOURING OVER NORTHERN ROADS THIS MONTH.

STANDARD SET BY DRIVER ACCEPTED BY THE PUBLIC

New York Secretary of State Comments on Certain Favorable Aspects of Speed Regulations.

"A point seems to have been reached when the standard set by the careful driver has come to be regarded as satisfactory by the general public," declares Francis M. Hugo, secretary of the state of New York.

He recently commented on certain favorable attitudes of late on the part of the public which have caused the present season to be noteworthy so far as the abandoning of speed traps throughout the state is concerned, excepting in rare and peculiar cases.

Speaking of the speed craze, Secretary Hugo pointed out that while speed was the most costly of achievements, nevertheless it had proved itself in one phase or another to be perhaps the most vital element in human welfare.

"Its command," explained Mr. Hugo, "invests individuals with such a large measure of what seems to be power that when it is acquired with a new method, as it has been by the help of the motor car, some people have the illusion that there is singular pleasure in mere speed itself. However, it must always be considered desirable if only because it aids prompt arrival to something better or away from something worse."

Motorists' Attitude Defined.

Secretary Hugo said that when this corrected point of view has been attained the motorists especially will come to understand that even in this particular connection they are citizens first and motorists afterward.

"It is because they occupy the highway," concludes Mr. Hugo, "in order to move from place to place in a long settled country under the rights and obligations of a citizen that they are capable of owning and driving a motor car, and, although the use of speed is exhilarating, it will develop hostility to something fundamental conditions are neglected."

TO ATTEND ROAD CONVENTION.

William P. Barnhart of This City on Trip Through West Virginia.

William P. Barnhart, representing the King and Pullman cars in Virginia and West Virginia, is now on an extensive trip by automobile throughout these two states accompanied by his secretary, B. H. Bennett, and two drivers handling a 1916 King eight and a 1918 Pullman car, en route to the good roads convention of the state of West Virginia, to be held in Bluefield.

In outlining and mapping the "mountain trail" leading from Wheeling to Bluefield, which is to continue on to the southern states and which is the only direct route to Bristol and the south, Mr. Barnhart is very enthusiastic over the scenic wonders of this route and states that inside of another week the trip will be a success for tourists, as the mountain scenery cannot be equaled by any other part of this country save in the crossing of the Rockies.

Many of the roads are in fine shape at the present time and the work of the West Virginia Good Roads Association is being followed up for the first time by the various county organizations throughout the state. The roads are being paved with brick and practically all the dirt roads have been improved. The large number of tourists traveling during the winter and wet months, but the work of the good roads association is directed to this point, so that tourists may be attracted to this route.

The heavy increase in the purchase of automobiles in West Virginia undoubtedly accounts for the good roads movement to a large extent. The farmers, who up to this time were not enthusiastic over this propaganda, have now been converted and are putting a great deal of time on their own roads.

Mr. Barnhart states that business conditions are good throughout the state, coal mines and oil wells all working, and that he has been exceptionally successful in establishing a large number of agencies.

Maxwell Sales and Deliveries.

During the past week sales and deliveries of 1916 Maxwell "25" touring cars were made as follows: Dr. T. C. Cooke, Richard M. Pearce, Miss Helen Falk, James E. Anderson, Dr. J. J. Richardson, John M. Metz, James E. Plummer, Dr. Ralph A. Hamilton, Charles M. Andrews, E. L. Edelen, Harry K. Dietrich, Frank P. Lockhart, Andrew W. Harrison, Dr. C. Galoway, Mrs. Laura M. Sommers, E. M. Tille, Scott J. Burrows, F. W. Harvey, William F. Root, J. J. Hancock, Floyd E. Davis and Albert Seidell.

Reo Car Deliveries.

During the past week Reo cars were delivered to the following: Martin Donelson, four-cylinder roadster; Joseph B. Falk, William J. Bowman and Thomas A. Cannon, six-cylinder touring cars; G. H. Gore, Allen Johnston, M. Waugh, E. L. Culver, Dr. Moore, W. R. Graham and J. H. Windsor, four-cylinder touring cars.

Motored to Atlantic City.

Mr. and Mrs. Cornelius McKinsey and Mr. and Mrs. James H. Wilkens and daughter Mildred motored to Atlantic City Friday. They expect to be gone about two weeks. On the return trip stops will be made at the various seashore resorts of southern Jersey. Miss Elsie McGarvin of Los Angeles, Cal., will accompany the party on the return trip to this city.

Riders in and around Dixon, Ill., are contemplating the organization of a volunteer motor cycle fire squad. They have taken up the matter with the city commission and when the sanction of that body has been obtained their machine, fitted with small chemical fire extinguishers, will be at the service of the municipality.

AUTOCUB NEWS

DISTRICT OF COLUMBIA

From San Francisco to the National Capital in twenty-one days without a single mishap or without putting an ounce of fresh air in his tires was the remarkable record made by Webster Cullison, a Pacific coast motorist, who was a caller at local auto club headquarters last Wednesday. Mr. Cullison's trip was made in a six-cylinder Buick, and the road followed was the Lincoln highway.

"Except for this sunburn, which I acquired en route from Philadelphia to this city," said Mr. Cullison, as he gingerly felt his forehead, "my journey was pleasurable, to a marked degree."

"After having successfully battled desert sun and sand, and crossed the burning prairies of the middle west, I felt certain that I would reach my destination without scarred features, and it seems strange, indeed, here in the east where the trips from city to city can be made in a short space of time, and where the roads are comparatively smooth and frequently shaded, that I should be obliged to suffer sunburn."

As he intends to remain in the east for a year, Mr. Cullison, whose transcontinental trip was planned by a western A. A. club, immediately took out membership in the District organization.

John C. Wineman, member of the local club, accompanied by Mrs. Wineman, left Washington last Tuesday on a three-week motor tour. Mr. Wineman's itinerary will include a visit to Pittsburgh, Niagara Falls, Syracuse, Albany, New York city, Atlantic City and Philadelphia.

The newest members of the District of Columbia Automobile Club are: James Lee East, Louis W. Whiting, Judge Martin Knapp, Miss Annie R. Walker and T. Alexander Geddes.

If the large number of motorists who visit local auto club headquarters can be accepted as a criterion, Washington is rapidly becoming a popular objective for motor tourists. Among those who made the National Capital the terminus of a long motor trip last week were L. G. Pierson and Mr. and Mrs. R. D. Johnson, who made their way to Washington via Montgomery, Atlanta, Greenville, Charlotte, Greensboro, Raleigh, Richmond and Fredericksburg.

One of the first things Mr. Pierson attended to on reaching this city was to call at the local automobile club and get a return routing. He is a member of the A. A. A. G. Seiler, who is in charge of the local club's touring bureau in the absence of Director Ferguson, gave the Alabama motorist complete information on the roads for the return journey. Mr. Pierson expressed a desire to visit Frederick, Md., and the Shenandoah valley. Mr. Seiler routed him via Ridgeville to Frederick. From there the party will go to Winchester via Bluemont and on down the Shenandoah valley pike to Staunton. From Staunton the route leads to Greensboro and back to Selma over the roads taken on the first part of the trip.

Mr. Pierson said he found very good roads for the most of the trip. Only in Virginia, he said, could the route be called bad, and there the roads were in such condition that he found no difficulty in averaging from ten to fifteen miles an hour.

M. W. Wines, who was among the first to join the District Auto Club, availed himself of the privilege of calling on the club's touring bureau for route information last week. Wines sent his family by motor to Newburg, N. Y., via Philadelphia, Buckingham, Pa., Glenview, Pa., and Morris town, N. J., and Suffern. The fact that the touring bureau has on file complete information about road conditions over the country, particularly about the routes popular with Washington motorists, is a service to its members. By calling upon the bureau for such information the motorist going on trip of any considerable distance is assured of being routed in a way that will give him the enjoyment of touring over the maximum of good roads. There are many ways in which this department of the local club can aid its members, and it is becoming very popular.

H. S. Daniel of Omaha, Neb., and a member of the Omaha Automobile Club, was a visitor to local auto club headquarters last Thursday. Mr. Daniel, who recently returned to the National Capital via Des Moines, Clinton, Chicago, Cleveland, Pittsburgh and Gettysburg, reports that he had a splendid trip and found the roads good everywhere. He will remain in Washington for several days, motoring out of here to various points of interest, after which he will visit New England, and thence into the famous motor-touring places of the northeastern United States.

The Omaha club being affiliated with the A. A. A., Mr. Daniel exercised the privilege of calling upon the local touring bureau for road directions in this section of the country.

J. W. Echols of Vienna, Va., who is a member of the A. A. A., was among the recent callers at local club headquarters. Mr. Echols is contemplating a motor tour to San Francisco over the Lincoln highway and sought particulars of route to the club's touring director.

Miss Annie Walker, who recently joined the club, motored to Newport, R. I., where she intends to spend the balance of the summer.

Recent Oldsmobile Deliveries.

Recent deliveries of 1916 Oldsmobile cars were reported yesterday as follows: Robert Allen, William H. Warner, Clinton F. Browne, Samuel F. Adams, E. C. Anderson, Earl E. Stacey, Charles R. Kengla, Bernard Harding, Peter J. Clarke and C. A. Folks, five-passenger touring cars, and combination three and five passenger roadsters to Donald L. Weems, Dr. Louis S. Greene and Dr. Mead Moore.

Chandler Notes.

The deliveries of 1916 Chandler seven-passenger touring cars are announced to O. I. Nigh and P. J. Stubbenner, Bladensburg, Md. The sale of a three-passenger roadster was also made to Joseph Dobbin and a seven-passenger touring car to William A. Waters of Gaithersburg, Md.

AUTOMOBILE LICENSES

District automobile licenses have been issued since The Star's last report as follows:

28040—M. C. Jarvis, 40 Todd place northwest, Paige.

28041—Oscar M. Genz, 809 10th street northeast, Flanders.

28042—A. D. Hale, 85 New York avenue northwest, Ford.

28043—T. T. Keane Company, 619 B street northwest, Wilcox-Trux.

28044—Earl F. Templeton, 3514 Park place northwest, Chevrolet.

28045—Byron E. Barrett, 1738 T street northwest, Argo.

28046—A. Rasher, 1831 Vernon street northwest, Maxwell.

28047—John E. Buchanan, 2210 Massachusetts avenue northwest, Packard.

28048—Harmon Reed, 440 New Jersey avenue northwest, Washington.

28049—H. P. Batch, 169 Adams street northwest, Pullman.

28050—Mrs. E. Hungerford, 1704 Q street northwest, Oakland.

28051—J. T. Gruver, Union Trust building, Ford.

28052—J. T. Murphy, 1220 Kenyon street northwest, Ford.

28053—Luther F. Witmer, 2923 Macomb street northwest, Ford.

28054—Paul Allan, 2 N street northeast, Ford.

28055—Georgetown Gas Light Company, 411 10th street northwest, Ford.

28056—Herman Friedman, 629 D street northwest, Ford.

28057—George W. Jones, Parker apartment, Ford.

28058—Marvin Wesley, 225 H street northwest, Chevrolet.

28059—Mrs. Marion E. Gath, 213 4th street northwest, Chevrolet.

28060—Samuel Mitchell, 739 12th street northwest, Pullman.

28061—Charles A. Matthews, 1328 V street northwest, Overland.

28062—International Sightseeing Company, 600 Pennsylvania avenue northwest, Autocar.

28063—Sylvan E. Luchs, Metropolitan Hotel, Auburn.

28064—Bernard L. Stringer, 1027 9th street northwest, Overland.

28065—A. S. Woodland, health department, Slide Car.

28066—J. N. Welch, 726 17th street northwest, Vim.

28067—M. Kelly, the Isabelle apartments, Ford.

28068—T. H. Henry, 25 P street northwest, Ford.

28069—John Melkeljohn, 5515 Blair road northwest, Ford.

28070—Franklin L. Ward, 122 U street northwest, Ford.

28071—A. E. Walker & Co., 1338 G street northwest, Ford.

28072—A. T. Terwisse, 718 7th street northeast, Ford.

28073—Anton Ortmann, 3310 Georgia avenue northwest, Ford.

28074—E. F. Rover, 49 I street northwest, Ford.

28075—Cornelia C. Baird, 3316 Newark street northwest, Ford.

28076—Louisa Karr, 4213 8th street northwest, Ford.

28077—John H. Magruder, 184 S street northwest, Hudson.

28078—T. L. Alexander, 329 E street southeast, Overland.

28079—Margaret B. Lakeman, 1441 Kennedy street northwest, Ford.

28080—Morgan W. Wickersham, 1327 14th street northwest, Maxwell.

28081—H. B. Alday, Hamilton Hotel, Ford.

28082—H. C. Harvey, 58 Florida avenue, rebuild.

28083—G. R. Kraemer, 1532 14th street northwest, Chalmers.

28084—E. J. Britton, 1036 Park road northwest, Apperson.

28085—Bacac, 737 8th street southeast, Ford.

28086—Dr. H. C. Duffey, 929 O street northwest, Ford.

28087—J. M. Newbold, 5505 14th street northwest, Ford.

28088—Charlotte De Naney, 302 6th street southeast, Ford.

28089—F. E. Cunningham, 2522 13th street northwest, Ford.

28090—R. L. Moncreu, Fendall building, Ford.

28091—William W. Riley, 6th street west, Ford.

28092—H. R. Nichol, 1233 E street northeast, Ford.

28093—E. H. Huguley, 1615 5th street northwest, Ford.

28094—Hal B. Clagett, 617 C street northwest, Ford.

28095—Henry W. Offutt, 1264 Wisconsin avenue northwest, Ford.

28096—R. H. Sorrell, 329 N street northwest, Ford.

southwest, Ford.

28097—J. H. Lane, 1725 3d street northeast, Ford.

28098—R. E. Plymale, 1407 North Carolina avenue northeast, Ford.

28099—A. W. Parks, War Department, Ford.

28100—Grafton Reed, 228 N street northwest, Ford.

28101—A. H. Sonnemann, 1334 H street northwest, Ford.

28102—Willie W. Jones, Deanwood Heights, Ford.

28103—Charles G. Jameson, 305 1st street southeast, Overland.

28104—Samuel M. Marks, Woodward building, Dodge.

28105—P. W. Scott, Congress Heights, Pullman.

28106—E. G. Gummel, 300 Rhode Island avenue northwest, Vulcan truck.

28107—E. G. Gummel, 300 Rhode Island avenue northwest, Wilcox-Trux.

28108—Christian Xander, 909 7th street northwest, Ford.

28109—Lonnell A. Price, 226 9th street southeast, Metz.

28110—Georgetown Gas Light Company, 411 10th street northwest, Ford.

28111—J. H. Maxwell, 51 Massachusetts avenue northwest, Washington.

28112—J. B. Dunnigan, 234 6th street southeast, Dodge.

28113—A. L. Longpre, 157 Randolph street northwest, Studebaker.

28114—Frank J. Ruppert, 504 12th street northwest, Kri.

28115—J. P. Gillette, 510 2d street southeast, Maxwell.

28116—Flora A. Kampfe, 2909 Calvert street, Oldsmobile.

28117—Wallace W. Kirby, 146 12th street southeast, Dodge.

28118—Russian embassy, 1119 12th street southeast, Maxwell.

28119—S. Webster Adams, 1624 3d street northwest, Ford.

28120—F. Willard Hoover, 1824 16th street northwest, Studebaker.

28121—Charles H. Trotter, 512 Rhode Island avenue northeast, Overland.

28122—H. A. M. Weber, 402 H street northeast, Maxwell.

28123—George C. Hillery, 3314 P street northwest, Columbia.



KING EIGHT TRUTHS

The KING EIGHT will duplicate any stunt that any automobile—at any price—will perform and the KING EIGHT sells for ONLY \$1350.

Take hills for example—and you find lots of them when touring.

How slowly can the best automobile you know start in at the bottom of with its control in high—and how FAST can that Best Automobile you have in mind be DOING AT THE TOP of the hill?

The KING EIGHT will duplicate the stunt—and maybe go them ONE BETTER.

Or, for example, let's take

The KING EIGHT CAN TAKE ANY OF THESE HILLS ON HIGH so easily that it makes the owners of luxury priced cars sit up and—THINK.

If you can find any car that can show more mettle on trying hills—BUY the other car.

Travel downtown in the crowded shopping district. WATCH the drivers of motor cars. WATCH KING EIGHT owners. NOTE who shifts gears.

When you are on a pleasure trip and want to pass the OTHER FELLOW—the KING EIGHT "picks-up" from a creeping MILE and a fraction to a racing FIFTY without gear changing. That is our claim.

SILENT and velvet running. Practically without vibration.

POWERFUL—a leveler of HILLS and a camel on SAND.

Fifteen to twenty miles to a gallon. Economical on oil, tires and repairs.

America's original CANTILEVER SPRING car. Perfect riding comfort without shock absorbers. Car HOLDS to the road, however rough.

The KING is NOT a one year car. The KING is a family car—manufactured for dependability.

The KING EIGHT has all of the qualifications of the OTHER FELLOW'S car and MANY more, and sells for only \$1350. The KING EIGHT is NOT tagged as a 1915 or a 1916 or with any other year. It is a product built to sell on its merit, not on sales stimulant changes.

A city man's car in beauty, silence and flexibility.

The farmer's car in power, strength and dependability.

Bore 2 1/2-inch, stroke 5-inch, wheelbase 113 inches (equal to 120 inches in a six).

Electric lights. Electric starter. The most get-at-able Eight on the market.

Make your demonstration appointment.

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